

7.a.(8) disengagement due to forces applied to the control wheel or stick by the pilot.

7.b. Define the circumstances in which the autopilot should be engaged, disengaged, or used in a mode with greater or lesser authority.

7.c. Identify appropriate combinations of autopilot and manual/autothrust usage.

7.d. Identify inappropriate combinations of autopilot and manual/autothrust usage.

7.e. Define the characteristics and principles of the autopilot design that have operational safety considerations.

7.f. Identify all prohibitions in the use of the autopilot regarding:

7.f.(1) loss or degradation of equipment,

7.f.(2) specific phases of flight,

7.f.(3) specific environmental conditions (e.g., icing, turbulence), and

7.f.(4) specific operational conditions (e.g., low or high speed, extreme attitudes).

7.g. Identify all limitations in the use of the autopilot regarding:

7.g.(1) loss or degradation of equipment,

7.g.(2) specific phases of flight,

7.g.(3) specific environmental conditions (e.g., icing, turbulence), and

7.g.(4) specific operational conditions (e.g., low or high speed, extreme attitudes), and

7.g.(5) unique indications of limiting conditions (e.g., unusual lateral trim or a "RETRIM ROLL" message due to icing conditions).

## Conclusion

As discussed previously, the FAA intends to update 14 CFR 25.1329 and associated Advisory Circular (AC) 25.1329-1A to more fully address the autopilot issues found in this proposed general statement of policy and others. Until then, this general statement of policy, when finalized, will serve as a reference to supplement § 25.1329, and for use in the certification of new autopilot systems. Please inform the appropriate flight controls and systems designated engineering representatives (DER) of this proposed general statement of policy.

Issued in Renton, Washington, on August 30, 1999.

**Dorenda D. Baker,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 99-23394 Filed 9-8-99; 8:45 am]

BILLING CODE 4910-13-M

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement: Dubuque County, Iowa/ Jo Daviess County, Illinois.

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent (cancellation).

**SUMMARY:** The FHWA is issuing this notice to advise the public that the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for a proposed highway capacity improvement project in Dubuque County, Iowa and Jo Daviess County, Illinois is cancelled. The NOI was originally published in the **Federal Register** on December 11, 1998. The cancellation is based on a decision to complete an Environmental Assessment (EA) for this project.

**FOR FURTHER INFORMATION CONTACT:** Rebecca Hiatt, Environmental Coordinator, Federal Highway Administration, 105 Sixth Street, Ames, Iowa 50010-6337, Telephone (515) 233-7300. Roger Larsen, Project Manager, Iowa Department of Transportation, 800 Lincoln Way, Ames, Iowa 50010, Telephone (515) 239-1791.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access

An electronic copy of this document may be downloaded using a modem and suitable communications software from the Government Printing Office's Electronic Bulletin Board Service at (202)512-1661. Internet users may reach the office of the **Federal Register's** home page at: <http://www.nara.gov/fedreg> and the Government Printing Office's database at <http://www.access.gpo.gov/nara>.

##### Background

The NOI was originally published in the **Federal Register** on December 11, 1998 63FR68498. The cancelled EIS included alternatives located in a new corridor south of Dubuque and East Dubuque. Any alternative in this location would have significant environmental impacts. However, the study alternatives have been reduced to alignments following existing U.S. Route 20 (U.S. 20), and potentially significant environmental impacts have been avoided. Therefore, the Federal Highway Administration along with Federal and State resource agencies, has determined that an Environmental Assessment is the appropriate investigative process for this project. The FHWA, in cooperation with the

Iowa Department of Transportation, will prepare an EA on a proposal to improve the capacity of U.S. 20 in Dubuque County, Iowa and Jo Daviess County, Illinois.

Comments or questions concerning this proposed action and EA should be directed to the FHWA or Iowa DOT at the addresses provided in the caption **FOR FURTHER INFORMATION CONTACT.**

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

(**Authority:** 23 U.S.C. 315; 49 CFR 1.48)

Issued on: August 30, 1999.

**Bobby W. Blackmon,**  
*Division Administrator.*

[FR Doc. 99-23405 Filed 9-8-99; 8:45 am]

BILLING CODE 4910-22-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-99-5683; Notice 2]

#### Dan Hill & Associates, Inc.; Grant of Application for Renewal of Temporary Exemption From Federal Motor Vehicle Safety Standard No. 224

For the reasons explained below, we are granting the application by Dan Hill & Associates, Inc. ("Dan Hill"), of Norman, Oklahoma, for a renewal of its existing temporary exemption from Motor Vehicle Safety Standard No. 224, *Rear Impact Protection*. As it did in applying for the existing exemption, Dan Hill asserts that compliance would cause substantial economic hardship and that it has tried in good faith to comply with the standard.

We published notice of receipt of the application in the **Federal Register** on May 19, 1999, and afforded an opportunity for comment 64 FR 27353). No comments were received.

We granted Dan Hill a 1-year temporary exemption from Standard No. 224 on January 26, 1998 (63 FR 3784). The exemption was to expire on February 1, 1999, but Dan Hill filed a timely application for renewal. Under 49 CFR 555.8(e), the timely filing of a renewal application had the effect of automatically extending the exemption until we make a decision on the application. The company has requested an extension of this exemption until February 1, 2001.

The information below is based on material from Dan Hill's original and renewal applications.